

SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

November-December 1989

Issue Number 123

EDITORIAL COMMENT

By this time, all members should have received *Automotive History Review* No. 24. A few apologies are in order for the inordinate amount of time it took to produce it, and particularly for not reporting to you earlier that it would be late in appearing. Not a few of you have written to say that something must have gone wrong in the mailing because you hadn't received your copy; surely other members had theirs?

Although producing issues of *SAH Journal* on schedule is becoming almost habitual, this number of *AHR* was not. A couple of iterations of layouts had to exchange places between Georgia and Connecticut before we were satisfied that the presses were ready to roll. The four-color cover needed separations, and then, of course, a more elaborate press run. And just when we thought all was in order, our printer had a breakdown in his primary press which lost a few more precious days. By that time, Hershey and the annual meeting were nearly upon us, so I made the decision to publish *SAH Journal* No. 122, which carried much timely information about Hershey festivities, ahead of *AHR*.

From now on, things should be easier. I have manuscripts in hand for the following issue of the *Review*, and at the moment, thanks to some particularly successful fund raising, the Society is sufficiently solvent to publish it within six months' time. It is my aim, reaffirmed by the Editorial Board at their October meeting, to publish *AHR* twice a year with unfailing regularity.

On seeing a proof copy of the current issue at Hershey, one member of the Editorial Board was moved to comment on its content. It was, he said, the first time he could remember a *Review* article on a postwar aspect of automotive history. (There have, in fact, been others, but not very many.) For this we have to thank, principally, the author who submitted it, but we should remind ourselves that the automobile industry did not stop making history in 1942. It is still making history, day by day.

I don't mean that SAH will start publishing treatises on the Diamond Star Motor Company, or scramble for interviews with Lee Iacocca, but there is much of historical interest that we are losing every day. When Jim Petrik and I got to "fine tuning" his Thunderbird article, we became quite intrigued by the work that Ford Motor Company had done in developing front wheel drive for the "boat-prow" T-Birds, a topic that the "enthusiast" press has all but ignored. The patent for the fwd layout was issued to engineer Frederick Hooven, and we were able to get copies of the drawings and disclosure from the Patent Office. Jim noticed, however, while reading some old copies of the *SAH Newsletter* that Mr. Hooven was once a member of the Society. Some further inquiries told us that he still had a telephone listing at the last-known SAH directory address. At this point, however, elation turned to disappointment when we were told that he had died five years before.

"Modern" automobile history may be easier to research than the doings at the turn of the last century, but it is no less worthy. The thought of interviewing J. Walter Christie is, of course, out of the question. But we might well have spoken with Frederick Hooven and recorded his thoughts and recollections for another generation. We didn't, and that's the pity.

— Kit Foster

OFFICERS, DIRECTORS ELECTED

MATT JOSEPH TO HEAD SOCIETY

Matt L. Joseph of Cross Plains, Wisconsin, has been elected President of the Society, succeeding Beverly Rae Kimes. Jack L. Martin of Speedway, Indiana, and James H. Cox of Matamoras, Pennsylvania, were elected Vice President and Secretary respectively. Incumbent Treasurer Robert J. Gary of Stevens Point, Wisconsin, was re-elected.

Elected to the Board of Directors were Thomas M. Deptulski of Detroit, Michigan, Walter E. Gosden of Floral Park, New York, and James A. Wren of West Bloomfield, Michigan.

Matt Joseph has served on the Society's Board of Directors, and has chaired the Cugnot and Benz Award Committee since 1982. He has taught history for many years at the University of Wisconsin, and is proprietor of the Martinsville Antique Transportation Technologies Company, a restoration and consulting firm.

The new officers and directors were installed at the Society's annual meeting in Harrisburg, Pennsylvania, on October 6th. The officers will serve two year terms. The newly elected directors will serve through October 1992.

NEW ADDRESSES FOR MEMBERSHIP, MERCHANDISE

With the change of officers, there will be a few changes in the way membership matters and Society merchandise are handled. Membership inquiries, applications, renewals, and changes of address should be sent to the new secretary, James H. Cox, P.O. Box 339, Matamoras, PA 18336. Jim will also be handling sales of Society stationery and decals. This will simplify matters for members, as there will be only one address to remember, and it will make it easier to order merchandise at the same time as membership renewal. Also, if a member is ordering decals and stationery at the same time, the decals can be shipped at no extra cost. Please continue to include 25 cents postage per order, however, if ordering decals alone.

David Babb has taken over the data processing of the membership records, but members should send all membership matters through Jim Cox. Jim will act as the clearinghouse for all these transactions, including forwarding checks to the treasurer, directory updates to the editor, and data base updates to data processing.

All items for SAH publications, however, should be sent directly to Editor Kit Foster at 1102 Long Cove Road, Gales Ferry, CT 06335. This includes editorial contributions, letters, photos, book reviews, and "Billboard" ads.

Back issues of the publications should still be ordered from Fred Roe, 837 Winter Street, Holliston, MA 01746.

OBITUARY

EUGENE H. BABOW

Eugene H. Babow of Daly City, California, SAH member 911, died July 29th of cancer. Gene was a long time member of the Classic Car Club of America, author of numerous articles in its magazine *Classic Car*, and was well known as the awards announcer for the Silverado Concours. He was a past president of the Association of California Car Clubs, and served as northern California editor for *Collector Car News* (formerly *Coast Car Collector*).

SAH Journal extends the sympathy of the Society to the Babow family.



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1102 Long Cove Road, Gales Ferry, CT 06335

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Chairman of Publications

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William T. Cameron	Helen J. Earley	Thomas M. Deptulski
Keith Marvin	John A. Gunnell	Walter E. Gosden
Strother MacMinn	James K. Wagner	James A. Wren

Subscription to *SAH Journal* is by membership in the Society of Automotive Historians. Dues \$20.00 per year.

Membership inquiries and renewals should be sent to the Secretary at P.O. Box 339, Matamoras, PA 18336.

PRESIDENT'S MESSAGE YOUR SAH

Early in October we passed the significant milestone of our 20th anniversary as a successful and vital society, dedicated to automotive history. Our accomplishments in helping to preserve historical materials and to promote research into, and writing of, automotive history have often been both ambitious and successful. Our record is one that we can regard with pride. In twenty years we have progressed from being the idea and dream of a few visionary founders to being a widely known and highly respected historical society. By now, our success means that we are the only truly international group dedicated solely to the critical topical area of automotive history. This is an enormous accomplishment and it carries with it a tremendous responsibility for further progress.

In the two years that I will serve as your President I want to build on the already impressive base of accomplishment of this Society. The efforts of our founders and later members have brought us to a point that makes our future growth and improvement almost certain. I wonder how many young historical societies can look back, by the onset of their third decades, and count contributions of the quality that have been provided by people like Dick and Grace Brigham, Jim Bradley, Charlie Betts, Marshal Naul, Perry Zavitz, Howard and Shelby Applegate, Bill Jackson, John Peckham, Dave Brownell, David Lewis, John Conde, George Ward, Keith Marvin, Bev Kimes, Kit Foster, Bob Gary, and so many others. Few organizations have been this fortunate. It is particularly exciting that most of the people who have worked to bring us to this point are still active in SAH.

As we begin our third decade, our publications are robust, our finances are sound, and we have the attention and respect of people who share our interest in automotive history around the world. I wonder if even our visionary founders could have foreseen the level of success that their efforts would bring us in only twenty years.

As President of SAH, I now face the delightful prospect of working with your Board to define areas of proposed growth and to take the actions that will promote that growth. It is an exciting prospect. I would like to outline some of the priorities that I have for SAH in the next two years, and to note who some of the people are whom I have selected to provide leadership in these areas.

The first area of our growth should be membership. Many things depend on increasing our membership. It is a fact that as a Society we enjoy recognition and prestige vastly out of proportion to our small membership base. This situation is possible because of the very high caliber of our members, but it is also a limiting situation. With less than 600 members, our dues income limits the services that we can provide and the impact that we can have on the historical enterprise. Our publications are admirable, but they would benefit greatly if the budget that supports them could be larger. The chapters that we have are good groups but there are not enough of them and they do not receive the kinds of support that they could and should have from SAH.

Special events planning is often stymied by a lack of available funds. Too often, our members find that the kinds of interactions between historians that promote and enrich the researching and writing of history take place outside of SAH. When we have more members, each of us will realize the benefit of an increased level and quality of response to our "inquiries" in the *SAH Journal*. There will be a broader base to draw on for contributions to the *SAH Journal* and *Automotive History Review*.

Increasing our membership will be a major topic of discussion at your Board's midwinter meeting in 1990. Right now, I ask each SAH member to make an active effort to get non-members who share your interest in automotive history to join the Society. When you make this effort, you will be surprised at how many people you find who have thought of joining SAH but never got around to it, or never had the application materials in hand. Do what you can to correct this. Encourage people who are interested in our topic to join SAH.

I am going to place new emphasis on our Chapters. I have asked our vice president, Jack Martin, to take overall responsibility for chapter relations. He is charged with finding out how SAH can best serve its chapters and what kinds of things the chapters can best do for SAH. He will work to strengthen existing chapters and to form new ones, where this is possible. All concerns regarding chapter affairs should be directed to Jack. I know that he will do a terrific job.

Howard Applegate will be undertaking two important responsibilities for the Society. He will chair the 1990 Cugnot/Benz Awards Committee and he chairs our new Archives Committee. As Cugnot/Benz chair, he will oversee our existing Cugnot and Benz Awards and Awards of Distinction. He will also implement the awarding of our new Brigham Award, which your board voted be given to the periodical publication with the best overall annual showing in automotive history. You will be hearing from Howard in future issues of the *SAH Journal* regarding these matters.

The reason that SAH has enjoyed the great success that it has for two decades is the quality and commitment of its members. That's you. In the earliest days of the Society one legitimately could have wondered if the Society would survive. We have not only survived; we have "prevailed." We have begun the tremendously important task of sensitizing the historical community to the central importance of automotive history. We have created a place where a diverse group of people, interested in automotive history, can find each other. This group includes: professional historians, journalists, and enthusiasts, among others. We have begun to disseminate to our members coherent information about new developments in historical technique and practice in areas like archives and oral history.

Our further progress ultimately depends on our members. The *are* the Society. I ask each of you who has concerns about the Society, or ideas for its future, to communicate them to me or to the appropriate committee chair. The next *SAH Journal* will include a complete list of the committee chairs and members. If there is something that you would like to pursue for SAH, please let us know. I look forward to the next two years in SAH with high expectations for what we will accomplish.

— Matt Joseph

MINUTES OF THE SAH BOARD MEETING OCTOBER 5, 1989

The autumn meeting of the board of the Society of Automotive Historians was held at the Mt. Gretna (Pennsylvania) home of Howard and Shelby Applegate. Present were officers Beverly Rae Kimes (president), Shelby C. Applegate (secretary), Robert J. Gary (treasurer); directors William T. Cameron, Helen J. Earley, John A. Gunnell, Taylor Vinson, James K. Wagner; newly-elected officers Matt Joseph (president), Jack L. Martin (vice-president), James H. Cox (secretary); newly-elected directors Thomas M. Deptulski, Walter E. Gosden, James A. Wren; editor Christopher G. Foster and publications chairman Robert M. Hall III; guests Howard Applegate, Nan Martin, George Ward, Genevieve Wren. Absent were vice-president Henry Austin Clark, Jr. and directors Strother MacMinn and Keith Marvin.

The meeting was called to order at 8:30 p.m. by president Beverly Rae Kimes.

Treasurer Bob Gary reported that the 1989 silent auction will gross approximately \$7000.00, which is double the figure for 1988. The SAH treasury is in good order. Discussion followed regarding a possible change of location for our annual banquet next year. Howard and Shelby Applegate suggested the Hershey Country Club; Bill Jackson suggested the Hershey Museum. Bob will investigate these facilities and report back at the next board meeting. Matt Joseph commented upon the importance of insuring that, whatever the facility, it be available for succeeding years.

Editor Kit Foster reported on the meeting of the Editorial Board held that afternoon at the SAH hospitality tent in Hershey. The *SAH Journal* has been published on schedule, and plans are being made for illustrative column heads and a second logo color to enhance the publication's appearance. The *Automotive History Review* is on the press and features a four-color cover to celebrate our 20th anniversary. Kit noted members should be aware that, due to publishing exigencies, from six to eight weeks may elapse from submission to publication of a contribution to the *SAH Journal*.

Beverly reported that the Friend of Automotive History Award winner for 1989 is Ralph Dunwoodie, with the award to be presented to him at the annual banquet by David Lewis. Jim Wren reported that the 1989 Bradley Award has been won by the General Motors Institute and will be accepted by Dick Scharchburg at the banquet. Matt reported on the recipients of the Cugnot and Benz Awards as follows: the Cugnot Award to Jonathan Wood for *Wheels of Misfortune: The Rise and Fall of the British Motor Industry*; book Awards of Distinction to Rob Haeseler for *The Behring Collection*, Ferdinand Hediger, Hans-Heinrich von Fersen and Michael Sedgwick for *Klassische Wagen, 1919-1939*, Richard H. Stout for *Make 'em Shout Hooray!* and David G. Styles for *Sporting Rileys: The Forgotten Champions*; the Benz Award to Griffith Borgeson for "Ahrens von Sindelfingen: Creating the Classic Mercedes" in *Automobile Quarterly*; the periodical Award of Distinction to Frank C. Derato for "Victor Pagé & his Automobile Company" in *The Bulb Horn*.

Matt also reopened discussion of the new annual award agreed upon at the spring board meeting to honor the best treatment of historical topics in a periodical in the automotive field for the calendar year. His suggestion that no periodical repeat as winner of the award for a period of five years was accepted. The decision was made to name the award the Brigham Award in honor of Dick and Grace Brigham. The artifact for this award will have the same format as the Cugnot and Benz Awards.

Beverly noted that because the Nominating Committee chairman this year was also the secretary, the task of auditing and verifying the election results, which is the secretary's responsibility, was taken over by the president. This procedure will be followed should a similar case arise in the future.

The SAH by-laws stipulate that if a director does not attend at least one board meeting in a year that directorship terminates at the conclusion of the annual meeting and the board appoints a successor. Keith Marvin did not attend a board meeting in 1989 for reasons of his health. A change in the by-laws to reflect medical exemptions was discussed and decided against in the interest of retaining the

self-executing aspect of the provision. The by-laws do not exclude the reappointment of the same director to the vacated post. Keith Marvin was appointed to continue as director for the remainder of his term.

Beverly reported on the ongoing correspondence with the Associazione Italiana per la Storia dell'Automobile, an organization formed in Milano in 1987 "to promote the collection and conservation of documents related to automotive history." SAH member Griff Borgeson endorsed the Associazione highly as one composed of dedicated historians and eminent designers and engineers in the Italian industry. AINSI President Alessandro Colombo wrote SAH regarding cooperation between our two societies and noted that AINSI stood ready to assist American automotive historians in research regarding the Italian automotive industry. In correspondence, Beverly suggested a useful first step might be for each association to become a member of the other. AINSI readily agreed to the proposal. The SAH Board approved this step as well. Henceforth, AINSI will receive all SAH publications and will forward all published news of its activities to SAH.

Further to encouraging worldwide participation in SAH, Beverly reported on the efforts of Belgian member Raymond Vaes to compile a list of automotive history and hobby clubs in Europe. That list is now complete. Several hundred clubs will be contacted by letter requesting that their membership be informed of the SAH and its goals, together with information regarding how to join our Society. The mailing will be made in November.

Following his appointment to the editorship of SAH's publications, Kit Foster continued to serve as chairman of publicity and public relations at the request of the president until such time as a successor could be appointed. Because publicity is the key to membership recruitment, Matt suggested we employ a professional in the field to help us, specifically George Cutlip of Cutlip Communications. An expense budget of \$500.00 and a stipend of \$250.00 was agreed upon. John Gunnell and Matt Joseph suggested that the program be inaugurated for a year with an assessment of the results before committing ourselves further. This was agreed upon as well.

Shelby indicated that a number of people now being deleted from our membership rolls for non-payment of dues are members of long standing who may simply have inadvertently neglected sending in renewals. Personal letters will be sent to these people.

Howard Applegate announced that the Archives Committee would meet Friday morning at 11:00 a.m. at the SAH hospitality tent. Jim Wagner, one of several SAH members on the Historical Committee of the Society of Automotive Engineers, suggested that we continue to interact with the SAE committee whose special emphasis is oral history. Helen Earley is in the midst of an extensive interview program with retired Oldsmobile employees. Jim Cox noted that the time to collect oral history should always be regarded as "now" because tomorrow may be too late. As an example, he mentioned that within two weeks of learning that a man living near his business had begun his career as a test driver for the Duesenberg factory, the gentleman died – before an interview could be set up.

With regard to SAH's own history, it was decided to appoint Dick and Grace Brigham to compile documentation and anecdotes of the Society's birth and early years in preparation for the SAH silver anniversary in 1994.

In elaborating on his four-page report previously sent to the board about the 1992 SAH Conference in Detroit, Tom Deptulski noted that he welcomed suggestions from the entire SAH membership. The headquarters hotel for the conference will be the Dearborn Inn, with seminars held at the Henry Ford Museum, and two bus tours (possibly in mid-1950's Greyhound Sceni-Cruisers) of historic auto sites as well as a contemporary assembly plant. The comparative advantages of a January or April date were discussed. Tom will cost out the conference and report further at the next Board meeting.

Matt suggested that the next Board meeting be held in February 1990 during the annual meeting of the AACA in Philadelphia. The Board agreed.

The meeting was adjourned at 10:45 p.m.

Respectfully submitted,
James H. Cox, Secretary



Cugnot/Benz chairman Matt Joseph presents awards at the annual banquet in Harrisburg. Left to right: Richard Stout accepts book Award of Distinction, John Katz of Automobile Quarterly receives Benz Award for Griffith Borgeson, and Frank Derato accepts Award of Distinction for periodical article.

AWARDS PRESENTED AT ANNUAL MEETING

The twentieth annual meeting of the Society was held Friday, October 6, 1989 at the Marriott Inn in Harrisburg, Pennsylvania. Following a buffet dinner, president Beverly Rae Kimes introduced founder members present at the first meeting held October 11, 1969: Marshall Naul, Bill Jackson, and Austin Clark. Other veterans of that meeting who remain members of the Society, but were not able to attend the twentieth anniversary event, are Charles Bishop, Dick and Grace Brigham, and John Peckham. Following introduction of the Society's incoming and outgoing officers and directors, president Kimes turned the meeting over to the chairs of the awards committees for presentation of the Cugnot, Benz, Bradley, and Friend of Automotive History Awards.

BRADLEY AWARD TO GMI ALUMNI FOUNDATION

The James J. Bradley Distinguished Service Award was presented to the GMI Alumni Foundation Industrial History Collection for outstanding contributions to the preservation of historic materials relating to motor vehicles of the world. The award was presented to GMI's Professor Richard Scharchburg, director of the collection, by Bradley Award chairman Jim Wren.

GMI Engineering and Management Institute of Flint, Michigan, formerly General Motors Institute, established the Alumni Foundation collection in 1974 with the acquisition of the personal and business correspondence and memorabilia of William Crapo Durant. Other more recent accessions include the collections of William S. Ballenger, Charles Stewart Mott, John Lee Pratt, and Charles F. Kettering, in addition to history files and photographic collections of several General Motors divisions and the Durant Motors firm.



Ralph Dunwoodie receives the Friend of Automotive History award from former Society president David Lewis.

CUGNOT AWARD TO *WHEELS OF MISFORTUNE* BORGESON BAGS BENZ

The Society's Cugnot Award for the best book in the field of automotive history published during 1988 was presented to Jonathan Wood for *Wheels of Misfortune: The Rise and Fall of the British Motor Industry*. *Wheels of Misfortune* was published in London by Sidgwick and Jackson, Ltd. Mr. Wood was present to accept the award, and addressed the group briefly on the events that had led him to write the book.

Cugnot Awards of Distinction were presented for *The Behring Collection* by Rob Haeseler, published by the Behring Educational Institute Press, *Klassische Wagen 1919-1939* by Ferdinand Hediger, Hans-Heinrich von Fersen, and the late Michael Sedgwick, published in Bern, Switzerland, by Hallwag AG, *Make 'em Shout Hooray!* by Richard H. Stout, published by Vantage Press, and *Sporting Rileys: The Forgotten Champions* by David G. Styles, published by Dalton Watson.

The Carl Benz Award for the best periodical article on the subject of automotive history published during 1988 was presented to Griffith Borgeson for "Ahrens von Sindelfingen: Creating the Classic Mercedes," published in *Automobile Quarterly*. The award was accepted for Mr. Borgeson by John Katz, Executive Editor of *Automobile Quarterly*.

Receiving a Benz Award of Distinction was Frank C. Derato for "Victor Pagé and his Automobile Company," published in *Bulb Horn*.

DUNWOODIE NAMED FRIEND OF AUTOMOTIVE HISTORY

Ralph Dunwoodie of Sun Valley, Nevada was presented the Society's seventh Friend of Automotive History Award for a career of research into automotive history and a generous sharing of information with other historians. In presenting the award, former Society president David Lewis quoted from Dunwoodie's nominators and electors. "I know of no serious automotive historian Ralph Dunwoodie hasn't assisted. Without Ralph Dunwoodie, much of the best writing about automotive history would have been impossible," wrote one. Another commented: "Where would I have been had there been no Ralph Dunwoodie to turn to? Articles can be written by people like me, but only the Ralph Dunwoodies of this world make it possible for me to do so."

Dunwoodie is a founder member of the Society, though was unable to be present at the organizational meeting. For several years director of research at the former Harrah Automotive Museum, he is now an automotive researcher, historian, and consultant in private practice.

SECOND SILENT AUCTION A MAJOR FUND RAISER

The Society's second silent auction of automotive books and literature proved to be even more popular and successful than the first event held last year. Some 236 lots were offered to the membership by postal bid, with no reserve save a \$3.00 minimum on any given lot. Included were books, magazines, sales and service literature, and automotive prints, all of which were contributed by Society members.

Bidding was brisk, with a flood of offers, many from overseas, received bearing postmarks of September 18 or earlier. Final "walk-in" bids were accepted until 4:00 PM Thursday, October 5th at the Hershey hospitality tent. Results were then tabulated and posted at the annual banquet Friday night. At this writing, all winners have been notified by mail and shipping of all material is in progress.

Treasurer Bob Gary reports that the Society cleared over \$7000 from the event, over double last year's result. Sincere thanks are due to all who participated as donors and bidders, and especially to Beverly Rae Kimes who organized, cataloged, and distributed the material, and to Henry Austin Clark, Jr. who contributed a vast number of the lots offered for bid.

HISTORY SEMINARS AGAIN POPULAR AT HERSHEY

The Society again presented two seminars on automotive history at Hershey this year. Held at the hospitality tent on the Blue Field, the seminars proved popular with members and visitors alike.

Thursday afternoon's session, entitled "Automotive History: Where to Find It and How to Get It," focused on finding and using source materials. Recommended tools included several available indices to automotive magazines: Angelo Wallace's *Literature Index* series and the *Auto Index* published by David F. Plump of Suffern, New York. For book sources, participants were advised to try *The List*, published by T. Warth, Esq., dealers in rare books. This work serves not only as Warth's catalog but is intended to become an exhaustive index to every automotive book published since World War II.

Some non-traditional sources suggested for corroboration of automotive historic findings included old city directories and telephone books. Members contributed additional tips, including researching at the Library of Congress and the Patent Office.

On Friday, the topic was lighthearted, as the seminar considered "Who's on First?", inspired by Dick Brigham's occasional feature in *SAH Journal*. Primary reference work was Hayden Shepley's compilation of citations of automotive firsts from published sources. Members present contributed many others, and Walter MacIlvain wowed the crowd with his near-total recall of pioneering features such as the horn squeeze-bulb in the center of the steering wheel on the 1908 Royal.

Leading the seminars both days were Society president Beverly Rae Kimes and editor Kit Foster. About two dozen people attended each event.

LETTERS

BACKGROUND ANTICS

What is going on in the background of the British Ensign Six photo (*SAH Journal*, Sept./Oct. issue) is quite easy to explain. The gentlemen are holding up a white canvas tarp which will assist the photo retoucher in dropping the background out. The retoucher would heavily retouch the car too. The photo will then be used for publication in one of the company's sales brochures or catalogs.

We have quite a few photos of employees holding tarps behind Auburns, Cords, and Duesenbergs.

And you thought all those wonderful pictures in the catalogs were "Illustrations." **Lee Beck, Auburn-Cord-Duesenberg Museum, P.O. Box 271, Auburn, IN 46706.**

TO THE 1989 SAH ANNUAL MEETING AND BANQUET AT HERSEY, PENNSYLVANIA

The following remarks were to be read at the Cugnot Award ceremony at the annual meeting, but were received too late to be included in the program. They are printed here, tardily but no less appreciatively.
— Editor

I know of few more exciting moments in life than finally seeing publication of a work it has taken years to produce. One such more exciting moment for me came this year, with the news that *Sporting Rileys – The Forgotten Champions* had won the Society's Award of Distinction.

Instantly, I found myself filled with a sense of great pride and humility. Pride from association with such a fine and internationally-respected band as is the Society of Automotive Historians. Humility from the realization that this Award is as much to do with all the help and encouragement I received from all those people mentioned in the acknowledgements of my book, as it is for what I did in assembling the material. And of course, without Riley, there would have been no story to tell!

May I express to all assembled at Hershey this evening, and to the Awards Committee, my heartfelt thanks. I am grateful for the honour you bestow upon me and I hope that this Society will go from strength to strength.
— David G. Styles

SHORT-SHEETED ENSIGN

With regard to the two men holding up the white sheet in the background of the photo of the British Ensign (*SAH Journal* No. 122): this was a common practice with car photography in earlier days, as it provided a clear background against which a cutout photo could be made for illustration in a magazine. It also helped eliminate the sometimes dilapidated backgrounds in which the cars were photographed, sometimes, I suspect, because they could not move under their own power and could, therefore, not travel any distance away from the rather shabby works and mean streets where they were built. **Nick Georgano, Kinneries, Steam Mill Lane, St. Martins, Guernsey, Channel Islands, Great Britain.**

COMMERCIAL COMMENTS

On one of my photo sojourns I spotted two trucks, the brands of which I had never heard, let alone seen before, even in a picture. One was a brand new garbage truck (sanitation, if you want to be proper) with a body by the San Antonio firm of PakMor, but the truck was a low profile type, with the engine under a tilt cab, and which could be driven from either right or left side as it had dual controls. It had a rather confusing badge on it, but I figure it to be an IRI. I would appreciate it if any member could fill me in on the firm and its products.

The other unit was being scrapped, and part of it was already gone, but it was an all-wheel-drive three axle truck (6x6) with a Ford L type cab. On each side of the cowl were badges of NAPCO (North American Parts Co.) ALL WHEEL DRIVE, and under the driver's seat a serial plate was still there which said "Built in part by Ford Motor Co., June 1972, and completed by Hi-Way Truck Co./NAPCO, Sept. 1972." I have never heard of a "Hi-Way Truck Co." Highway Products I know of, but this firm never used the Hi-Way name, to my knowledge, nor built any all-wheel-drive trucks. Again, any help would be of interest.

Regarding Nelson Bolan's letter on four wheel steering in *SAH Journal* No. 121, a number of current intercity buses also have rear wheel steering fitted along with front steering, but these are three axle machines, and the center (rear-located) axle does not steer. The system cuts in at speeds below twelve mph, and is used mainly for parking or maneuvering in close quarters, not at highway speeds. Neoplan is one of the main users of this system. **Elliott Kahn, 58 Verbena St., Clearwater Beach, FL 34630.**

4WS LANCIA

I found Nelson Bolan's letter on four wheel steering in *SAH Journal* No. 121 very interesting, and I heartily agree with his comments.

However, he missed one important 4ws "car." Lancia of Italy built, between 1941 and 1943, an advanced lightweight armoured car for military purposes. It featured the V8 three litre Astura car engine developing 60 bhp, with drive taken through a four speed preselector gearbox which also contained a secondary gear that allowed eight forward speeds and two reverse. All four wheels were sprung by double parallelogram wishbone suspension with very long coil springs (an early concept of MacPherson struts!). As well, all four wheels steered, with a turning circle of only 12 feet nine inches (3.9 metres). About 250 were made, and one still exists in the Lancia Museum in Torino, Italy.

I have seen this "car," and it is very interesting, with the rear wheels locked straight for higher speeds, and the rear wheels only steering at speeds up to about twelve miles per hour. **Grahame Ward, P.O. Box 383, Surfers Paradise, Queensland 4217, Australia.**

THE DERHAM CHRYSLER PHAETON

The photo of the 1940 Chrysler with the custom built phaeton Derham body which James Petrik graciously shared with us on the back cover of *SAH Journal* No. 121 looked familiar to me.

Several years ago I saw it on display at the Ford Museum in Dearborn. It is also shown on page 230 of *70 Years of Chrysler* by George H. Dammann. Apparently the car spent most of its active life as a parade car in the New York City area. Mr. Dammann writes that the car was donated to the Ford Museum by the Chrysler Corporation in 1960.

Hopefully an SAH member living in the New York City area during those years has fond memories or more information about its active life. Likewise, maybe someone in the Detroit/Dearborn area could let us know if it is still on display at the Ford Museum. **Nelson Bolan, 2131 NE 41st St., Lighthouse Point, FL 33064.**

Derham authority Walter Gosden and Chrysler Historian Bruce Thomas believe that the New York City parade phaeton and the car on the cover of SAH Journal No. 121 are the same (see following letter). Randy Mason, Curator of Transportation at the Henry Ford Museum, confirms that the car is still on display, and is used annually at the opening of the Old Car Festival at Greenfield Village. — Editor

As the Historian for the Chrysler Corporation, I have learned that one can never be 100% positive of anything, but I am 99⁴/₁₀₀% sure that only one 1940 Imperial Derham bodied Phaeton was built. It was built for use in New York City at the 1940 extension of the 1939 Worlds Fair, stayed in New York as a parade vehicle until the early 1960's and is now on display at Greenfield Village Museum. It was used to chauffeur many dignitaries including General Dwight Eisenhower, etc. The car somehow got the name "Famous Fanny". **Bruce R. Thomas, Chrysler Historical Collection, 12000 Chrysler Drive, Detroit, MI 48288-1919.**

REBUILT FORD ENGINES

Recently, I was re-reading the Nevins and Hill trilogy on Ford. I didn't find anything on the subject of my search, but I came across a citation of the materials used in the Ford engine rebuilding program during the thirties.

I had heard of the program while in high school. I understood it to be a plan whereby you turned in your much-in-need-of-care Ford engine and it was shipped to the factory. It was first demanufactured by going down a disassembly line, then rebuilt by coming back up a rebuild line where new or remanufactured parts were installed. If memory serves, the charge was only \$75. From the reports of chronic overheating, frequent vapor lock, poor gas economy, and fantastically high oil consumption one heard at the time, there could have been lively interest.

Recently I find few who ever heard of it. I asked about it when at the Ford Archives a few years ago and they weren't familiar

with it at all. What I would like to know is: how long did they do it, how many owners took advantage of it, what was the price, did the price vary, did the price include removal and replacement of the customer's engine, did the program apply to the 60 hp engine as well as the larger unit, and to what extent was the engine upgraded to then-current specification in the process?

Perhaps someone with extensive Ford experience has the answer to some of these questions, or perhaps an intensive library search could turn up something. **W.F. Robinson, Jr., 14615 SE 55th Street, Bellevue, WA 98006.**

A PHONE CALL TO REMEMBER

On the evening of October the 6th, I had a unique experience – one of those things which happen only once in a lifetime and which will never be forgotten.

This year was the first annual dinner of the Society of Automotive Historians I'd missed since 1980. As a founding member of the Society, I had been looking forward to this twentieth anniversary event. After more than two weeks in search of motel accommodations, they came through and I was one happy fella.

The next morning I had an appointment with the surgeon who had performed major abdominal surgery on me in June. It was a checkup. I never gave that visit a second thought. Then he dropped the axe: "I'm sorry," he said, "but you're not ready to do any traveling yet." Reluctantly, I cancelled my reservations in Harrisburg and began feeling sorry for myself.

I watched the clock at the hour that I knew the annual banquet was starting. How I longed to be there. Then the telephone rang.

Who should be on the other end of the line but Dick Brigham, our founder and SAH member No. 1, and his wife, Grace, member No. 36, calling from their home in Marietta, Georgia. They hadn't been able to get to the annual event either and so they called me. It came exactly at the time the dinner was beginning in Harrisburg.

They just wanted to call and say Hello and otherwise talk about the Society and, since we couldn't talk in Harrisburg, we chatted – courtesy of Ma Bell – instead.

But what a coincidence and what an auspicious time! All of a sudden, I stopped feeling sorry for the person who couldn't get there and instead felt so much better that I was in conversation with these two great people. Numbers 1 and 36 chatted with Number 7 for about 20 minutes and there is little ground we failed to cover surrounding the Society, all the good times we've had, and all the things the group has accomplished over the last 20 years. In a sense, I think I regarded this with more importance than if I'd been at the affair itself.

Thanks, Dick and Grace, for thinking to call just then. It made my month. **Keith Marvin, Apt. A-13, The Village One Apts., 587 Broadway, Menands, NY 12204.**

MYSTERY ROUNDUP

There is no dissent about the identity of the Autumn Mystery car from *SAH Journal* No. 122. All agree it is a Maxwell from 1910 or 1911, but we do not yet have consensus on which model it is. Ralph Price feels it's a Model Q, while Cornelius Hauck votes emphatically for Model I, the smallest four cylinder model. Also identifying the car as a Maxwell was Nick Georgano. Taylor Vinson, who submitted the photo for identification, says he got it from a friend, whose aunt was the "Ada" identified in the back seat.

The mystery runabout with the two gentlemen appearing in *SAH Journal* No. 121 is another story. No one seems to know what this one is. Cornelius Hauck ventures: "The best I could do is guess it is an early (circa 1900) expensively-made car, a light steamer or an electric rather than gasoline; maybe European (although Columbia turned out some with a similar approach). Only vague candidate among US gas cars would be Waterloo, too unknown to have left much trace." Charles Bishop sent a photocopy of a German postcard depicting a similar-looking (but unidentified) car, though his appears to have a vee-twin engine over the front wheels and our mystery car, if internal combustion at all, must have the engine under the seat. Have we stumped the experts?



PACKARD: THE PRIDE, by Julie M. Fenster, 208 pp., over 300 color photographs, hardbound, 12½ x 10 inches (horizontal), ISBN 0-915038-69-2. Automobile Quarterly Books, P.O. 348, Kutztown, PA 19530. \$69.95.

The skeptics say you can't expect good history in a coffee table book, but this work demonstrates that history, superb photography, and a readable, enjoyable text can be part and parcel of the same volume.

To be sure, it is not a complete history of the Packard Motor Car Company, nor does it pretend to be a reference work on Packard cars. It does, however, try a novel angle on explaining just what a Packard was, and here it succeeds admirably. Author Fenster has selected 32 cars spanning the years 1899 to 1956 (following with the theory that 1957-8 cars bearing the Packard badge were not true Packards, a premise with which many will agree and some will find fault). Photographer Roy Query has exposed each of them to a generous helping of color film, about which superlatives would be superfluous. In the text we learn not about the details of the cars, nor about the innermost secrets of the company, but about the people who bought Packards, in this case the people who brought these particular Packards, why they did, and what they did with them over the years. In most cases, Fenster has unearthed the complete genealogy of the car in question, and this, with its focus on people, conveys just what it must have been like to own a Packard.

Every book has its weak suit, and one can find a shortcoming or two in this one. The range of prewar Packards is quite comprehensively covered, from the six cylinder 115C of 1937 to the twelve cylinder 1108 of 1933-34 (the Single Six of 1920 is cited merely as an ancestor of the 1928 Model 526, which is featured). One gets the feeling, though, that in the postwar section something is missing, like the whole "pregnant elephant" line. Reading the book, one is inclined

to forget that Packard built a line of cars priced to compete with Mercury and Oldsmobile which were not sufficiently distinguished from the Cadillac- and Lincoln-priced Custom Eight series, and many will argue that this policy is what sowed the seeds of failure. Apart from some instances of peculiar spelling, there is little else of which to complain.

Seventy dollars to find out what it was like to own a Packard during the make's heyday? You could do worse. If you're a Packard partisan, you could do a lot worse. You won't consult this book for details of specification, but I have a feeling you will want to read it again and again.

— Kit Foster



WANTED: Factory photos of Deering-Magnetic, Owen-Magnetic & Crown-Ensign automobiles. Also wish to correspond with anyone who is conversant and knowledgeable about these automobiles and the Entz magnetic transmission. **Karl S. Zahm, 4520 Edgewood Hills Drive, Rockford, IL 61108. (815) 399-6938.**

WANTED: Period photographs of unusual Italian sports, racing, GT, and show cars for a book I am preparing. I can also use specific information on Dagrada, Ermini, Giannini, Gilco, Moretti, Nardi, Taraschi, Testadoro, and Volpini. All other information also welcome. Can pay moderately for the use of an exceptional photo, but am offering mostly fame (a little) and very little fortune. My personal deadline is February 1990, so don't delay. **John de Boer, 3305 Valley Vista Road, Walnut Creek, CA 94598 USA, (415) 458-1163.**

WANTED: Information relating to a 1912 or 1913 Hupmobile Model 20 Runabout which was produced with the body style of a Model 32. Old original photos of a few isolated examples of these rare automobiles exist, plus at least two surviving chassis, but I wish to locate documentation to prove that they were indeed produced by the Hupp Motor Car Co. **Bill Cuthbert, 4555 Cherry Ave., Santa Maria, CA 93455.**

WANTED: Catalogs, brochures, advertisements — or photocopies of same — for the six-cylinder K-70 Thomas Flyer. Would also be interested in references from trade publications. **Richard G. Gold, 4710 Old Kent Road, Deephaven, MN 55331.**

DIRECTORY UPDATE

NEW MEMBERS

- Foss, Peter H. 1381
18826 Melvin
Livonia, MI 48152
- Spinei, Dean D. 1382
606 Robin Road
Ann Arbor, MI 48103
- Maxwell, Robert 1383
1443 N. Fuller Ave. #405
Hollywood, CA 90046
- Groves, Lester M. 1384
240 East Market
Marietta, PA 17547
- Casey, Robert 1385
Detroit Historical Museum
5401 Woodward Avenue
Detroit, MI 48202
- Stephens, Robert I. 1386
5847 Buckeye Lane
Mentor-on-the-Lake, OH 44060

- Meeker, Lynn D. 1387
8453 Dixie Lane
Dearborn Heights, MI 48127
- Prescott, Joel 1388
7582 Seabluff Drive #106
Huntington Beach, CA 92648
- Mackey, Neil 1389
P.O. Box 822174
Dallas, TX 75382
- Gravett, I. Luck 1390
1568 Trellis Lane
Petaluma, CA 94954-5444
- Pogoda, Frank E. 1391
142 Main Ave. Unit 1A
Passaic, NJ 07055
- Chapin, William R. 1392
277 Lincoln
Grosse Pointe, MI 48230
- Rhodes, Willoughby 1393
8120 E. Jefferson Ave. Apt. 3-C
Detroit, MI 48214
- Pozzi, Bill 1394
2701 Rocking Horse Lane
Laguna Hills, CA 92648

- Garcia, Juan A. 1395
P.O. Box 19-511
Mexico D.F. 03910
MEXICO

REINSTATED

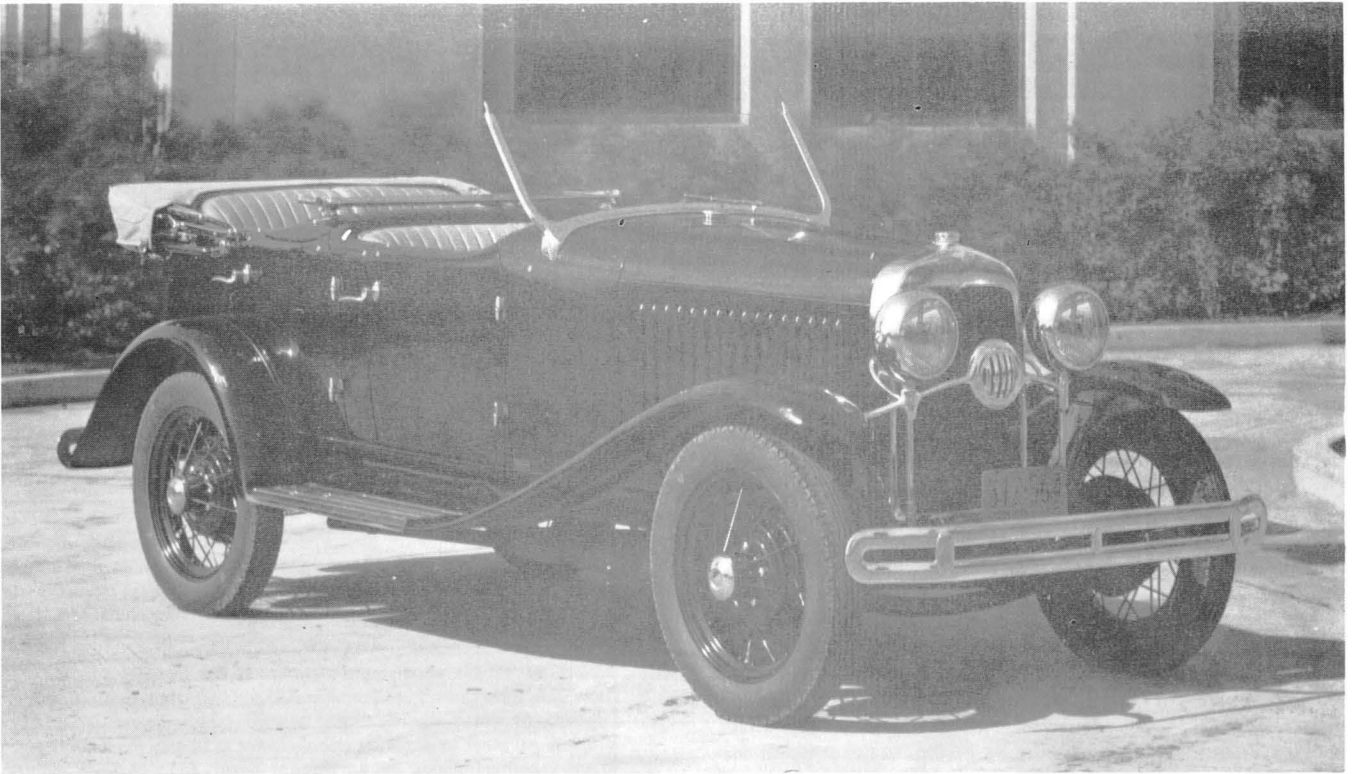
- Rubenstein, Dennis 1237
2113 West Stratford Drive
Chandler, AZ 85224
- Miller, Leon S. 656
125 — 22nd Avenue SE
St. Petersburg, FL 33705

CHANGES OF ADDRESS

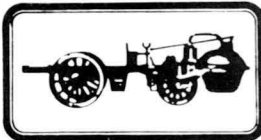
- Arnold, Marvin 1285
P.O. Box 50715
Amarillo, TX 79159
- Cory, T.C. 1185
P.O. Box 3157
Rancho Santa Fe, CA 92067

DECEASED

- Babow, Eugene H. 911



GOURMET MODEL A. This 1930 custom bodied phaeton was reportedly built for Edsel Ford, some say by LeBaron. Although this photo has appeared in several books and magazines, information on the car and its pedigree is remarkably thin. Can any reader offer more? James Petrik Collection.



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